





ESTABLISHED 1841.

HONGKONG, 12th September, 1901.

At the Supreme Court yesterday, in action by Leung Kon Yau, *alias* Leung Yau against the Hon. F. H. May, C.M.G., C.B., Superintendent of Police, for damages of (reduced to \$1,000 for purpose of jurisdiction) on the ground of the defendant's refusal to deliver to the plaintiff's solicitors, upon demand, a copy of the warrant whereunder the plaintiff was detained in the custody of the police for unlawful arrest, His Honour T. Ser Smith, gave judgment for the plaintiff on costs. An application by Mr. Sharp, solicitor-at-law, who represented the plaintiff, for an order for costs be made on the ground that the defendant by his action had brought about the whole trouble, will be heard in chambers at noon to-morrow. A full report of the decision will appear in to-morrow's issue.

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she is fitted with Belleville boilers.  
is—side and bulkhead 5 in. gu.  
12—5 in. Harveyised steel, dock-plating.  
The Albion carries four 12 in., twelve  
12 smaller Q. F. guns, two light gun  
torpedo-tubes (four submarine).  
18.25 knots, and her complement  
The following officers were appointed  
and Albion commissioned at Chatham  
June:—Captain—W. W. Hewett.  
ders—R. Nugent, H. W. James.  
ants.—Y. B. Molteni, A. de K.  
Man, W. B. Drury, H. J. T.  
Boyle, Major R. M.—J. R. Good  
R. M. A.—P. R. Heycock, Lieut.  
Salkeld, Chaplain and Nav. Instr.  
Harper, Staff Surgeon.—A. S.  
Paymaster.—A. J. Brown, Fleet  
H. J. Rampling, Sub-Lieut.—H.  
Surgeon.—J. H. Raymond, M.  
Paymaster.—F. W. S. Fellowe.  
A. S. V. Salter, A. E. Drought,  
Engineers.—J. J. Kirwin, C.  
Hughes, A. E. E. Rayner, Gunnar  
E. Cole, Boatswains.—T. T.  
Brown, Carpenter.—A. R. An  
shipmen.—L. Crossie-Hill, C.  
Wigglesworth, W. S. Hargreaves,  
H. M. Garrett, Hon. E. B. Dr  
Carter, N. St. J. S. Nicoll-Carn  
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Engineer-  
Greenwood,  
B. Ashcroft,  
Engineers-  
Assistant  
Main, T. E.  
Cartis,  
Hilles, S. C. T.  
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W. Craven, R.  
F. F. Tisdall,  
monmond, T. C.  
W. H. Farry

## A WEEK'S WORK.

## GENERAL NEWS.

SHANGHAI, 11th September, 11 p.m.

SHANGHAI RACE CLUB—NEW

A special meeting of the Shanghai Race Club decided to-day by a small majority not to allow officers of the international garrison to enter race ponies at the forthcoming race-meeting.

London, 10th September, 6.45 p.m.

THE WOUNDED PRESIDENT.

President McKinley's condition continues to improve, but the period of danger has not yet passed:

ROYAL VISITS TO DENMARK.

King Edward is now in Denmark, as also are the Tsar and Tsurina and the King of Greece. Twenty-eight princes and princesses altogether are now gathered together there.

## THE MARKETS.

The Liverpool market is dull. The rate for future deliveries is lower. Copper is steadier and in fair request.

REUTER'S SERVICE.

LONDON, 9th September.

**PRESIDENT MCKINLEY'S**

President McKinley is now suffering considerably, but is sleeping fairly well. The latest bulletins state that conditions continue satisfactory.

LONDON, 9th September

PRESIDENT'S STATE IMPROVING.

The bulletin issued at three yesterday afternoon says that a steady improvement continues in the patient, who is now without pain or unfavourable symptoms. His temperature is 100. All the doctors in attendance are most hopeful in view of the absence of all complications in the patient.

**SOUTH AFRICA—THE CHASE OF  
STEYN AND DE WET.**

Steyn and De Wet fled in haste from Reitz on the approach of the British under General Bimington.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Athenian* arrived at Kobe on the 11th inst., and leaves again to-day for Yokohama.

The C.P.R. steamer *Empress of China* left Vancouver at 11.30 p.m. on the 9th inst. for Hongkong via usual ports of call.

The normal temperature of the House of Commons is sixty degrees, and it scarcely varies in the hottest or coldest weather, food air or hot air being pumped in as required. The original air is filtered from the river side of the building, is filtered through cotton-wool, and the condition of the cotton-wool afterwards is a classic testimony to the need for filtering. Considering that the Palace of Westminster covers an area of about nine acres, and contains over eleven hundred apartments, with two miles of corridors, the problem of heating and ventilation, to say nothing of water supply and drainage, is not an easy one.

SWATOW

[FROM OUR CORRESPONDENT.]

### THE TAOTAI'S RESIGNATION

It is now seven months since Taotai Chuh of this port established a "Foreign Board," the Yung Wu Chuh, at Chowchowfoo, whose functions were to settle amicably any disputes arising between foreigners, i.e. principally missionaries and their converts, and natives. A Roman Catholic convert, by name Wong, was appointed by the Taotai to supervise and govern the doings of the newly created "Board." Wong speedily adopted a mischievous *modus operandi* with a view to his own ends. Rumours of Wong's action seem to have reached the ear of the Viceroy, who, when the prefect of Chowchow called on him at Canton not long ago, made various enquiries about the *soi-disant* "Foreign Board." When the prefect returned he related to the Taotai his interview with the Viceroy. Concluding from this that the Viceroy entertained suspicions about the "Foreign Board," the Taotai grew somewhat alarmed and as he is here on an acting appointment, the term of which has already ended, he, for fear lest he be cashiered for the suspected misdeeds of the Yung Wu Chuh, and to save his "face," has tendered his resignation, giving as a plea his intention of joining his aged and weak mother.

CLAN FIGHTS.

Five hundred "braves," under the command of General Moh, arrived here overland from Weichow and have so far succeeded in quelling the disturbances in some of the villages, but things are not settled yet. A few days ago General Wu had an engagement with a riotous clan at Kweishan, in the Choyang district, and defeated them badly. He took 20 prisoners, and besides having killed several in action he, by order of the Viceroy, beheaded a few captured ringleaders as a salutary example to the others. General Wu, who is very dashing and dashing, will before long restore peace and quiet in the now disturbed places.

PECULATION BY A CHINAMAN.

A certain firm called Kim Sing Lee under French protection at Bangkok, employed as a shroff a native of Swatow, who had been in that house for a number of years. Considered a trustworthy man, he was always entrusted with the collection of large sums of money, and being one day in possession of about \$15,000 which he had taken in for his employers, he appropriated the whole amount and took French leave. On discovery of what had happened, Kim Sing Lee concluded that their quondam employee had gone to Swatow and straightway despatched another of their employees, by name Mr. Windsor, who, I am informed, is an Eurasian and of French nationality, after the aforesaid shroff. Mr. Windsor first proceeded to Canton to consult his consul there, and having received instructions from the latter and promised support from the Viceroy of the two Kwangs, he arrived here in search of the missing man. Every assistance was rendered him by the local native officials, but the man could not be found. It was rumoured he had gone to Singapore. Mr. Windsor consequently got the old father of the shroff arrested and sequestered his property, which is valued at about \$3,000. As this sum comes very much short of the \$15,000, Mr. Windsor journeyed to Canton again to take the advice of his consuls. The latter wrote to the Viceroy and informed him that, as the claim of his protegee could not be regained, he is going to order the seizure of the Ancestral Hall of the man concerned.

VICEROY RESENTS THE DECISION

As such a step would surely create a bad uprising, the Viceroy, to avoid any complication or trouble, informed the consul that he was willing to pay the amount claimed. After consultation the consul decided neither to accept the money from the Viceroy, nor to sequestrate the Ancestral Hall. On hearing from the consul of his resolution the Viceroy, suspecting in this unexpected turn of things some deeper motive, immediately replied and informed the consul that he could, if he wished, carry out his intentions re seizing the Ancestral Hall. With this end in view Mr. Windsor returned hither from Canton. In the meantime the Viceroy despatched one of his men to this place so as to get the necessary money and thereby prevent what might prove a serious calamity. If the Ancestral Hall were taken possession of by a quasi-foreigner.

H. M. S. "FIGHTY."  
arrived here yesterday from Hongkong and  
leaving, after a short stay, for the North.

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EDICT AGAINST IMPORT OF  
ARMS.

The following is a translation of the Imperial Edict of the 27th August against the import and sale of arms, etc. —

The import and sale of arms and ammunition, properly speaking, are against the laws of the country. It appears, however, that merchants have been accustomed in the treaty ports under the name of acting on behalf of the officials to import privately arms and ammunition into the country and sell them privately. Now as there is much unrest amongst the contented and desperadoes it is indeed necessary to proclaim in stern tones the prohibition of the importation of all sorts of arms and ammunition into the Empire, and to make the object of preventing the seeds of rebellion and troubles. We, therefore, have commanded the Viceroys and Governors, provinces and Customs, Treaties at the treaty ports to prohibit the import of arms and ammunition, and machinery for the making of said warlike weapons and stores from abroad for the space of two years, as a beginning, and let the Boards concerned take note.



## POLICE COURT.

Wednesday, 11th September.

Before Mr. Hazell.

## SELLING HIS WIFE.

A Chinese, being in want of funds, sold his young wife, a girl about fifteen or sixteen years of age, to a brothel-keeper for one year, for the sum of \$180.

Mr. Keene appeared to defend second defendant, the brothel-keeper.

The wife stopped one month at the house of ill-fame, when, becoming dissatisfied, she left it, and wandered about the streets crying bitterly. A lagoon saw her, questioned her, and brought her to the station, with the result that her husband and the woman who had bought her were arrested.

Mr. Keene thought the husband and wife acted in collusion to defraud his client of the \$180, and asked for a light sentence for her.

His Worship sentenced first defendant, the husband, to three months and the second defendant to one month's hard labour.

## DISORDERLY AND DESTRUCTIVE.

Harry Grover was charged with behaving in a disorderly manner in a coffee-shop at No. 469, Queen's Road West, and Henry Martin with destroying \$5 worth of property in the same place, belonging to the owner of the coffee-shop. First defendant was fined \$3 or eight days, second defendant \$3, or eight days, and \$5 compensation to the coffee-shop keeper, or an additional fourteen days' hard labour.

## THEFT OF WATCH.

A Chinese robbed a watch and chain from Mr. Sykes, broker, and was given one month's hard labour.

The pawnbroker, Pun Kwai, who had accepted the watch in pledge, was ordered to return it, without being refunded the amount he advanced on the stolen article.

## ATTEMPTED THEFT.

Wong Ping Nam, a coolie, entered a certain cubicle at 37, Circular Path, at 3 a.m. on Tuesday morning, and attempted to walk away with a box of clothing and some trinkets.

Li Tai, a married woman, heard him, and cried out. "Thief!" Mr. husband awoke and went into the next cubicle, where he caught accused red-handed. As he grasped the latter by the queue, he pulled out a knife.

Defendant stated that he simply had pulled out the knife to cut his own queue, to enable him to escape.

He was sentenced to six weeks' hard labour.

## BEFORE MR. KEMP.

DISPOSING AN ORDER OF BANNISHMENT. Police Sergeant D. McCarthy, No. 50, brought Chan Kwai, before His Worship for disobeying an order of banishment.

He was given one year's hard labour.

## NO LICENCE.

Chan Yan hawked crabs without a licence and was fined \$10, or three weeks.

Chan Kam did the same thing and got off with a fine of \$2, or seven days.

## ILLEGAL OPIUM.

Pun Man Hin was found to be in possession of forty taels of prepared and thirty-five taels of gross opium.

He pleaded that it was all opium-farmer's opium, and that he had lost the certificate.

He was let off with a \$100 fine or one month's imprisonment.

Lin Hin had only one tael of prepared opium without a valid licence and was fined \$30, or six weeks' imprisonment.

PLYING VEHICLES WITHOUT A LICENCE. There were three cases of coolies plying a licensed vehicle without a driver's licence.

They were fined the usual \$3, or fourteen days.

## SELLING LIQUOR AFTER HOURS.

Lu Kai in, of 221, Hollywood Road, a liquor dealer, was charged by Sergeant Watt, No. 22, with selling Chinese liquor, to wit *samsu*, after prohibited hours.

Defendant was fined \$30, or six weeks' hard labour.

## REHEARING OF CASE.

Wo Ke, a contractor of No. 26, Cochrane Street, was recently tried and convicted of putting rubble between the walls of the house he is building, and was fined \$200.

On appeal to a recent decision of His Worship in another case, where the defendant was charged by Mr. Crisp for a like offence and acquitted, Wo Ke, through Mr. Grist, applied for a rehearing, and the case came up yesterday afternoon.

His Worship, after rehearing the evidence, acquitted defendant, and ordered that the \$200 fine previously paid be remitted.

## THEFT ON BOARD SHIP.

P. C. Pils, of 71, charged Lan Sam with the theft of a chain cable compressor from the ship *Szechuen*. There were two others besides Lan Sam implicated, but they managed to clear off in their boat.

The three came alongside the steamer ostensibly to get cladders. They had picked up one compressor and put it in the boat unobserved. Not satisfied they went back to get another and were detected.

Yesterday morning Lan Sam was sentenced to three weeks' hard labour.

## BRITISH OFFICERS AT CH'ANGSHA.

The N. C. Daily News publishes the following letter from a native correspondent at Ch'angsha, the provincial capital of Hunan:

"About 8 o'clock on the evening of the 17th August, just about the time of the shutting of the city gates, it was reported to the Governor, the notoriously conservative Yu Lienshan, that a small British gunboat had arrived near the land, outside the West gate, and that the British officers on board had stated their desire to enter the city that same night. As it is the fashion now-a-days for the high provincial authorities throughout the country to show cordial welcome for obvious reasons to all foreigners who may call on them, the Governor and all those under him at once went out of the city to meet the British officers, who received a salute of several volleys from a battalion of troops that came as escort to the Governor. To this the British gunboat returned a salute of eleven guns. The British officers then informed Tsai Mu, expectant Taoist and commissioner of the Hunan Bureau of Foreign Affairs, that they would call upon the city authorities when the former had entered Ch'angsha, whereupon Tsai Taoist at once invited the visitors to take up their quarters at his Bureau.

Green and blue official sedan-chairs were then provided to carry the guests into the city and upon arrival at the Bureau of Foreign Affairs Tsai Mu was informed that his visitors desired to see the Governor next day on important business. On the morning of the next day, about 10 o'clock they were received by Governor Yu Lienshan, in his palace, after which the three Principal Military Officers of Ch'angsha invited the British officers to an entertainment and also personally accompanied the latter to visit various points of interest outside Ch'angsha, celebrated in Chinese history and song. The day concluded with a parade of the local troops of all arms before the visitors.

## LATE TELEGRAMS.

NEWS VIA CRYSTAL.

## THE WAR IN SOUTH AFRICA.

London, 15th August.  
THE NEW POLICY—PARLIAMENTARY DISCUSSION.

The waning session of the House of Commons was enlivened to-day by a vigorous tilt between Sir William Harcourt and Mr. Chamberlain, the Colonial Secretary over Lord Kitchener's proclamation. Sir William characterised it as "mischievous document, the inspiration of neither Lord Kitchener nor Lord Milner, but of the Ministry of Natal." He declared that the Government, in arming the natives, was reverting to a practice which had left the darkest stain on the history of the war between England and America. The new policy of the Government promised to be neither creditable nor effective, and was in contravention of the fundamental principles of St. Petersburg Convention. The country would welcome a statement on the status of War, on which they were spending £5,000,000 a month, although it was declared ended at the close of last session.

## THE GOVERNMENT REPLY.

Mr. Chamberlain said that the War status was clearly indicated by Lord Kitchener's weekly reports. He himself had gone out of the province, but he assured the Speaker the only attitude of the Government was the only one that the Government could take. The Colonial Secretary declared that the use of native troops was no new policy. It had been pursued without adverse criticism. The Indian troops in China had been co-operating with the troops of five of the highest civilized Powers. Regarding the banishment of Burglers, Mr. Chamberlain said that Great Britain had a right to enact what laws she chose for the government of a country acquired by conquest. The Boers must be taught that they could no longer rely on a guerrilla warfare as a personal longer war. Great Britain fed their women and children. He compared the conditions in South Africa and the Philippines, and said that the policy of America, as declared by General MacArthur's proclamation, would certainly be the policy of Great Britain, if the campaign degenerated into a war of banditry. Regarding the devastation policy, Mr. Chamberlain said that it was nothing compared with General Sherman's campaign. He had talked with General Sherman himself, and General Sherman justified his action on the ground of humanity. Mr. Chamberlain said that there was no foundation for the report that Lord Kitchener was coming home.

Mr. Asquith denied that there was any question of International law involved in Lord Kitchener's proclamation. "The people of those territories are both *de jure* and *de facto*, the King's subjects," he continued, "and the proclamation is in accordance with the lines of the option given to the inhabitants of Alsace-Lorraine at the end of the Franco-German War."

Mr. Balfour, replying, declared that not a horse nor a man would be withdrawn from South Africa unless the military situation justified it, but that the Government had every reason to hope, on the reassembling of Parliament next year, that war-like operations in South Africa would be practically over.

## RENEWED TALK OF PRIVATISING.

The *Main* putting forward a document authorising privatising against Great Britain, and asserting that an attempt is being made to persuade Mr. Kruger to make it effective by signing it.

## ALLEGED UNDERSTANDING.

The *Sun* says to-day that it hears that the concentration of General Botha's forces at Moutweni, on the borders of Zululand, announced in a despatch, does not foreshadow a fight with Botha, but his surrender in pursuance with a negotiation reached between General Botha and General Kitchener.

The *Sun* adds that the government is so satisfied that the war is virtually over, that Lord Milner, now on his way back to South Africa, has in his pocket the draft of a complete constitution and plans for the future government of the annexed territory.

## GENERAL NEWS.

## GERMAN CROWN PRINCE IN LONDON.

London, 16th August.  
Crown Prince Frederick William, of Germany, arrived here this morning. He was met at the Victoria station by the members of the German embassy and a large crowd and was given a cordial greeting.

## PARLIAMENT—THE SESSION'S WORK.

London, 17th August.  
The proroguing of Parliament, to-day, is the occasion of much talk and comment. Finance was the only big thing dealt with during the session. Even the *Times* and *Standard* point out the decline of authority of Ministers in the House of Commons. The *Standard* says that the Government has bungled in the War and in finance. It defines Sir Michael Hicks-Beach, the Chancellor of the Exchequer, as a politician ignorant of finance and who knows as little about the money market as any other country gentleman. The papers contrast the effect of the enormous sums borrowed in the United States by France, in 1870, with the fall in the Government's financing. It says that there is a mistaken belief abroad that the resources of the country have been immensely exaggerated, and that Great Britain is not so rich as it is supposed, and claims that the belief in the almost inexhaustible resources of Great Britain has been heretofore one of the greatest guarantees of peace.

## VON WALTHERSE TALKS TOO MUCH.

Since the funeral of the Dowager Empress Frederick this has been Field Marshal Count von Waltherse's week. Immediately after the interment of the remains of the Empress, a chorus of criticisms of von Waltherse broke forth in the Press, owing to his speech at Hanover. Papers of the most different shades are weary of von Waltherse's talk, which is not only regarded in bad taste in the allusion to the nations, whose "names" he named in China, but as magnifying the Chinese campaign far beyond its actual importance. It is a curious fact that many papers are discussing which nation von Waltherse meant as the one whose name he named. They agree that it could only have been Great Britain. Indeed the reference is regarded as being so direct as to be impolitic. The Anglophobe papers, however, rejoice that von Waltherse expressed himself frankly. Even these papers advise him to "speak briefly if not at all."

One of the most interesting inferences drawn from von Waltherse's speeches is that he hopes to become Count von Bismarck's successor as chancellor. This is widely believed, but anyone who saw how bent and weary von Waltherse looked in the funeral procession cannot credit the story.

One of the sharpest criticisms of von Waltherse comes from the Cologne *Volk-Zeitung*, a leading Central organ, which compares him to Dr. von Miquel, the

former minister, and refers to him as "playing the role of secret *Geneskanter* (anti-chancellor)." The paper asks whether von Waltherse should make such speeches, adding: "If things go on in this manner it will be impossible to maintain Germany's policy at all. If a zig-zag course is had enough in international politics much more must many cooks spoil the broth in diplomatic affairs. The article closes sharply as follows: "Either the nation will have to accept the cancellation of von Waltherse or he must stop talking."

The *Hamburger Nachrichten* (National Liberal), disposes of von Waltherse rather savagely. It says: "His Hanover speech by no means shows his fitness for chancellorship. It is unstatesmanlike for him to boast of diplomatic achievements in China in a form directly wounding to other nations."

## VENEZUELA AND COLOMBIA.

New York, 17th August.  
The following cable message has been received by the Associated Press from Torres Carrienas, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President, asking him for a statement on the Venezuela-Colombia situation:

"Caracas, at Venezuela. In the name of His Excellency Gen. Castro, I reply to your cablegram in the following terms:

"The government of Venezuela, presided over by Gen. Castro, is justified in all its works and acts. It is essentially liberal in its practices. It is of the opinion that the Conservatives of Colombia, probably by ruinous and wicked passions, have decided to assist in a revolutionary movement against Venezuela and her government. Although this has been actually proven by the official publications issued by the cabinet of Bogotá, the Venezuelans are not at all deterred by the actions of the Conservatives of Colombia or by her envoy extraordinary and minister plenipotentiary in this capital.

"While the government of Venezuela was surprised by the first and second invasions of her frontier by 6,000 and 2,000 men, respectively, the invaders were victoriously expelled by the government and the people of Venezuela.

"Since said events 10,000 men have been massed on the frontiers for the defence and integrity of Venezuela and its national honor. These are quite apart from her active service troops on other parts of a frontier, as well as national troops scattered over the republic and the reserve militia now under arms. Venezuela has not accepted the invasion as an international attack by the people of Colombia against the people of Venezuela, but knowing its real source, recognizes in it the work of the Conservative government of Colombia against the majesty of the nation of Venezuela. Torres Carrienas, General Secretary."

## PREPARING FOR THE CORONATION.

New York, 18th August.  
Court officials are enjoying the first holiday which they have had since the opening of the new reign. The King has kept them employed in a most business like way, and has changed all the methods and habits of the court, laying out work for every one, and insisting upon having it done with precision and despatch. Inquiries have been ordered and new details of organization introduced, until the officials, accustomed to the more leisurely ways of the Queen's reign, are fairly out of breath.

Queen's reign, are fairly out of breath. The coronation with painstaking care, and the plans are now in progress of elaboration during the King's absence on the continent. Four great officials will have charge of the coronation ceremonies. The Lord Chamberlain will be master of all details at Buckingham and St. James's palace, the Master of the Horse and the Earl Marshal will direct the progress of the Royal procession to Westminster Abbey and its return to the highest court must decide who he is will be in charge of the ceremony at the Abbey, and arrangements for seating the elect among the titled and privileged few. The triumphal progress of the King and Queen on the day after the coronation and the arrangements for entertaining the special embassies and Royal guests are matters of detail already under consideration.

Conditions have been transferred since the last coronation, and the ceremony has become very more difficult to arrange owing to the increased number of titled and privileged people seeking admission to the Abbey. Spaces have been allotted already in the Abbey, and plans made for the accommodation of the titled classes and Royal guests, and the officials, the diplomatic corps and the colonial representatives are crowded in, there will not be room for anybody else.

During the protracted ceremony the nave will be crowded, but effectively cut off from a view of the coronation service.

## MORTGAGED NATIONS.

As the world stands to-day, the fall of nations is through internal decay and disintegration, rather than from the invasion of armed enemies. The mightiest empires of the past, whose legions once ruled a good part of the world, are falling into bankruptcy, which must inevitably end in their extinction as independent countries. China is the most important nation on the chessboard and her enemies have been eager to claim indemnity on slight occasions. From 1874 to the beginning of the Japanese war she had negotiated six loans, aggregating about \$45,000,000, and to pay the war indemnity to Japan of \$100,000,000 (and \$24,000,000 for the return of *Liao Tung* peninsula) she had to raise more money among the European nations. Russian and French capitalists showed their ready-deposit in loans, her money, taking as security provinces and ports. In 1897-98, China had to go into the money markets of the world and negotiate another loan of \$80,000,000. The loan was raised by Great Britain, and the other powers have ever since used this as a pretext for grabbing more land to counter-balance the British power in the Orient. Every little outbreak is a fresh cause for borrowing money, and so the partitioning of the empire has gone on apace.

It will not be a matter of a decade before the greater part of the dominion will be in pawn.

The absorption of Persia by Russia and Great Britain is another concrete illustration of the new method of invasion of one country by a more powerful empire. Persia is practically a bankrupt nation to-day, and is owned up to the neck by Russia and Great Britain. She and parcel by Russia and Great Britain. The two have raised loans and money from the two powers, and to-day mortgage her railroads and chief cities. One of her resources may not yet be in sight, but she has practically delivered over half her empire to Russia and the other half to England. The result is that Persia is hardly an independent country. She cannot make a move in the game of politics without consulting her owners, and if she tempted it, one or the other would block the move.

England almost owns and controls Portugal. Although a rich and fertile country, Portugal has not been able to support herself, and she has mortgaged her industries to foreign governments until she is nearly as much in pawn as Persia.

Turkey is the problem of Europe, and at the same time the most painful of nations in pawn. The whole continent of Europe holds her pledges and securities, but it is a much more difficult matter to redeem these than in the case of China, for instance. When the country first went bankrupt years ago, it raised over \$200,000,000 in Europe, and pledged territory as security. This money was soon spent, and the investors who had failed to realize anything from the land grants did not like to advance more funds on such unbusinesslike security. Turkey offered to pledge her tobacco, opium, and liquor duties, and succeeded in this way in raising some \$600,000,000. For the past decade Turkey has not been a favorite resort for money investments, and now that she has pledged most of her revenues, she finds it difficult task to raise further funds. The European money lenders find a more profitable field in the Far East for putting out their capital with some assurance of adequate returns.

In South America the work of mortgaging and buying nations proceeds with as much expedition as in the Orient, and a great many of the South American republics are owned by money-lenders and capitalists. Argentina owes over \$200,000,000. Already her wines, railroads, and other natural resources are pledged, and it seems doubtful if anything valuable can be found as security for new loans. There is not much attempt to pay the interest on this debt, and the country is satisfied with the creditors content themselves with seizing a few more square miles of territory to call the matter even. Bolivia owes a debt of over \$150,000,000, which she contracted in the war with Chili and which she had to guarantee by handing over to the control of her enemy the best part of her seaboard. Chili exacts payment of the interest on this debt, and she stands ready to absorb her weaker neighbour upon confession of bankruptcy.

The worst part of this financial situation, in the weak nations mentioned, is that there is little prospect of improvement. When China, Turkey, Persia, and Bolivia have mortgaged all the land and natural resources they have, they must in time cease to be nations except in name only. That state of affairs has already been reached by some of them. Their financial disintegration is more insidious in its growth than the forces leading to moral or physical downfall.

## COLOUR IN WARFARE.

Khaki, or rather a modification of it perhaps a little less unpleasing in appearance has now been approved for the usual wear of all branches of His Majesty's Army. It has been urged with a certain amount of reason, that it is absurd for the country to dress our friend Tommy Atkins in one dress in peace time, and then to have to go to the expense of giving him an entirely different outfit as soon as ever he undertakes a job in his own special line of business, that is to say, the grim business of war. It is also stated that owing to this practice there was at times a delay in sending out reinforcements to South Africa which otherwise would have been avoided.

These two contentions, however, are not, perhaps, quite so important or so sound as they appear at first sight, for whatever the uniform worn by the soldier in peace time it is probably economy in the long run to give him a complete new suit of clothes the moment he starts off on active service. In the war of 1870 this was done by the thrifty Germans, though there was no question of any alteration in colour or material. There was a suit of the proper size and measure kept in stores labelled with the name of the man for whom it was intended, and ready for issue as soon as war was declared. And if this system had been carried out in this country there need not have been any delay in fitting men with what has now been for some time the recognised campaign uniform.

The question as to which colour is best suited for the soldier in war time is one that has been much argued, and many experiments have been made in various countries having been arrived at. It is general decision having been arrived at, that the best light shade of khaki. At any rate it will not show signs of wear and tear as soon as did the red jacket, one great objection to which was that it so very soon got stained and soiled. But whilst a shade of khaki may be very inconspicuous in a sandy or burnt-up country, it would be very much less so in a district of dark woods and green fields. Possibly an even greener tinge than is contemplated would be an advantage, though, of course, it is impossible to fix on a y colour or combination of colours, that will be equally invisible under all circumstances. But the colour of the old greenish smock-frocks that are worn, or at least were worn, not so very long ago by agricultural labourers in the Eastern Counties would be a very suitable one, and if made of the same hard linen material and lined with a woollen fabric, such a gaberline garment would stand harder wear than any serge or tartan cloth.

Contradictory statements have been made as to the most and least conspicuous colour. For instance, though one would imagine that red, the one national colour, was the most conspicuous of any, yet some German experiments which were made not so long ago demonstrated that it was far from offering the best target. It was first sought to discover which colour would be soonest rendered invisible on account of distance. A squad of ten men was paraded, of whom two were in scarlet, two in green, two in blue, two in dark grey, and two in light grey. The men were marched off to a distance of 1,000 yards, and the last colour to disappear from sight, red was only the second, the first being light grey, the third dark grey, and the fourth blue. The rifle-firing tests that were carried out at the same time went to show that a blue target would be struck three times to one hit on the red. Some French experiments produced an entirely different result. According to these, white was found to be the most conspicuous colour, and next to that light blue worn by the French Hussars. Red came third, then green, then blue, and last of all grey and the colour of dry foliage. This was in clear weather. On a dull, cloudy day, while red and light blue became less visible, green became more so. This was found to be the same at night, and then also, strangest of all, white was found to be the most invisible. This seems quite inexplicable, judging from the ordinary man's experience of white objects at night, though so conspicuous by day it has been chosen as the colour with which the new French quick-firing guns, carriages, and limbers have been painted. There is said to be a slight dash of blue in it, and so it may be that it is considered that a battery might come into action on the skyline and be less conspicuous, the lower down, even if painted a white, than the other would appear from numerous observations that soldiers are hit during battle according to the colour of their dress, in the following order:—Red, the most fatal colour; the least fatal, Australian grey. The proportions are:—Red 12, rifle-green 7, brown 6, Australian blue 5. The high percentage allotted to red may perhaps be accounted for by the much closer quarters at which armies usually fought in those

days. A later (French) estimate states that the colours most conspicuous at a distance are white, yellow, red, and black, while the least visible are blue, grey-blue, green, and grey. As regards the national colours now worn, it is pointed out that in nearly all cases a combination of one predominant colour with others is the rule, so that this might slightly affect the general appearance of troops at a distance. In this connection the following table of percentages of colours worn by the armies of various nations, while evidently not entirely accurate, is yet of some interest:

	Eng-land.	France.	Ger-many.	Aus-tria.	Russia.	Italy.
Red	68	30	5	2	3	2
Blue	10	53	80	8	81	...
Green	10	3	10	55	...	48
Yellow	2	...	...	...	...	...
White	2	...	...	...	...	...
Grey	10	1	...	...	...	32
Black	...	6	2	...	...	8

It will be noticed that the German percentage totals up to 102. Italy is given a percentage in green which in all probability was intended to be given to blue—a colour extensively worn in her army. Austria has no grey or brown, though both colours are in considerable use for artillery and rifles. As for Germany, she has now commenced to clothe her army entirely in brown.

## THE POPULATION OF CANADA.

The first official bulletin of the Canadian Census was issued at Ottawa, on the 16th ult. The Dominion's population was given at 5,338,883, an increase of 505,944 on the figures of 1891. The population of the provinces is as follows:

Province	1891	1901
British Columbia	98,173	190,000
Manitoba	152,506	246,464
New Brunswick	321,263	331,093
Nova Scotia	450,396	459,116
Ontario	2,114,321	2,167,378
Prince Edward Island	109,078	103,258
Quebec	1,488,535	1,620,974
Territories	66,799	145,000
Unorganised Territories	32,168	75,000

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## BY AN OLD FOGGY.

## THE ART OF FIELDING.

This is not intended to be a disquisition on the author of Tom Jones the *Fielding* Therefore, the lover of literature who ponders on this title need not be deluded like the prize-fighter who insisted on purchasing *The Mill on the Floss*. No, my present purpose is to discourse upon fielding as necessarily part of the equipment of the good cricketer. When one looks on at a first-class match there is certainly a temptation to think that fielding is not a part of the game; it is not taken seriously. When we find Ranjitsinhji in his *Jubilee Book of Cricket* condemning the standard of fielding in England, and when we find a man like Mr. Jephson inditing an article for *Wisden*, in which he calls the fielders of to-day "little mounds of earth" or waxen figures in a third-rate tailor's shop, I suppose there is no denying the allegation that in both ground-work and catching we are not man for man so good as we ought to be, or so clever as our fathers were. But really if we stop to consider the situation, is it not astonishing that we have fielders or bowlers at all? Nowadays the majority of boys at our public schools and of men in our clubs divide cricket into two parts, batting and bowling. Nearly all want to be batsmen. Most dislike what is called the drudgery of bowling, but here and there we find one who has a natural love for the ball. Never have I yet met a cricketer who exalted fielding above both batting and bowling—and yet it is after all the very essence of the pastime. Apart from the dicta, innate and inbred apparently, which boys and men seem to have for fagging, there is no escaping from the fact that our present system of practice is all against fielding. We want either to bowl or bat at the nets. These latter inventions are the curse of modern cricket. If clubs practised without nets against two bowlers, the rest of the pupils or the members scouting, we should soon see cricket. In the first place the batsmen would have to play a wicket-keeper and a long stop, if you will, would have to take their places. The fielders would be there to check the course of the drives and to intercept the flying catch. Bowlers would endeavour to trap their batsmen—and we should have real cricket practice. Now we have a batsman fitted up in a cord cage of three sides, and it is impossible for him to see the effect of his strokes. The half-a-dozen bowlers never give him a minute's rest. They pitch up any sort of stuff. Some professionals become mere automata, just machines for pitching a ball about eighteen or twenty yards. The net is an unadmitted devilry. It has ruined thousands of grand bowlers, made batsmen absolutely careless, and has prevented the assiduous practice of the art of fielding.

THE PARAMOUNT NECESSITY AT CRICKET.  
Some men, possibly good players in their way seem to attach no importance to fielding. They overlook the fact that the batsman has his spell at the wickets, and the bowler has his turn with the leather, but the fieldman goes in all the time throughout the innings. His task never ceases from the first ball until the tenth wicket has fallen. I bid you, dear reader, if you happen to be a cricketer, remember that Abel, who got twelve hundreds last year—the record for any season—declared that he should only have made one of these if all the chances he gave had been taken. What is true of Abel applies to other batsmen. I have been watching cricket every day this season, and I can honestly say that I have scarce seen three figures reached without a chance. Possibly the most absolutely correct and perfect display I have seen was by Septimus Kinnaird, of Warwickshire, but if everybody played with the calculating caution of Kinnaird, how many would patronise the game at all? But fielding is the backbone of cricket for, look you, able work by the other ten makes bad bowling strong and renders a powerful attack even more deadly. I dare venture the opinion that Wilfred Rhodes would not be half the man he is to-day if it were not for the magnificent fielding of the Yorkshiremen. Good heavens! if a bowler cannot get wickets with Hirst at mid-off, with Haigh at cover-point, with Hunter at the wicket, with Tunncliffe in the slips, with Brown at point, and with Denton flying about between third man and the boundary, he must indeed be a poor specimen of a trundler. With Gloucestershire, Rhodes would be equally successful, for the western shire is one of the best outside I have watched this summer, but if the talented left-hander from Kirkhampton were with Notts or Surrey I make bold to say that he would not have been credited with half his present number of wickets.

THE INDUSTRIOUS STATISTICIAN has been at work this summer, and he, a careful London journalist, has informed the world, that during May 191 catches were missed in first-class cricket, during June 174, and in July 170, or in other words 535 wickets were refused by the fielders. The same calculating machine estimates on reasonable hypotheses that these mistakes cost the various sides concerned 15,386 runs. And yet we find learned critics gravely discussing the best possible plan to avoid drawn games, and we see old public schoolmen writing to *The Field* suggesting that we should raise the wicket three inches, that we should widen it two inches. There is no necessity to alter the time-honoured implements of the game, if we only play cricket. Of course, if we cannot catch, then instead of altering the size of the stumps or narrowing the bat, I would humbly suggest that each fielder be provided with a nice little spring carpet-bag, which he may be allowed to open and so receive the ball, which his untrained hands cannot hold. I am quite enamoured of my carpet-bag suggestion and think it quite as sensible as altering the stumps, and many other silly suggestions that are made. If fielders will learn to field the present crisis in cricket is

ended. There would hardly be a drawn match. Of course I am not so foolish as to think that a catch should never be missed. 'Tis human to err, and I notice that cricketers made most mistakes in May, when they were out of practice and when the keen east winds kept the hands so cold. But if we abolished all net practice and systematically studied fielding as the Australians do and as Manley Kemp made the Oxford elevens of 1883 and 1884 do, we should soon see what a vast difference would be made.

THE WORDS OF WISE MEN.  
A week or two ago I was enjoying a crack of conversation, as I always do, with Alfred Shaw, than whom no man knows more of cricket. He had been standing umpire in a match and a famous amateur had made a brilliant score verging upon 200. But this same brilliant batsman should have been caught at short slip when he was 20 and again in the same place when he was 25. The man who lost these catches lost the match for his county. Said Alfred Shaw when the day's work was done: "There's a terrible lot of these catches missed now-a-days. They always used to say what a good-tempered man I was to captain Nottinghamshire. And maybe I was pretty even tempered, but my eyes, I should not have been if I had had to stand these fellows missing catches. We had very little of this sort of thing in my day. I tell you frankly I could not have stood it. I bowled for catches. I recognised that there were ten others besides myself to get the man out. What would have been the use of my doing that sort of thing if they dropped the catches. Oh dear, oh dear, no, I could not have been good-tempered with such provoking blunders." Moreover Alfred Shaw suggested that the fielding was much worse now in respect than it used to be, and that the laxity was the curse of modern cricket. The ex-captain of Lancashire, Mr. A. N. Hornby, now the president of the club, is equally severe. He hardly ever misses a day's cricket in the summer, and yet he will tell you that the fielding of this era is shockingly bad.

A HINT TO YOUNG PLAYERS.  
"The essence of good fielding is to start before the ball is hit and to pick up and return straight to the top of the ball, by one continuous action." But what do we see nowadays. The field man stands aghast when a catch comes his way, evidently surprised, for he never anticipated such an event, while as for divining the intention of the batsman, that is out of the question. But a man who will watch can be on his toes before the ball is hit. I sometimes think that fielding is an inspiration. Let me give you an instance. A month or two ago Gloucestershire were playing Lancashire on the Sparground of the county town. Albert Ward was on the edge of the boundary, to prevent fouls for the square cuts of W. S. A. Brown, the old "Laysan." Now young Brown was sticking, time was ebbing away, and it looked as if the clock would cheat Lancashire out of a victory. Albert Ward thought to himself—"Now I shall never catch anybody out here on the edge of the boundary from a cut. I will go in about 20 yards, on the off chance." Upon my word he had hardly covered these paces before Brown cut a ball in his direction, and Ward, who is a superb fieldman, flung himself with a dive at the ball, which he caught as he rolled over. This was an inspiration arising from thinking upon the probabilities of the game, and the catch undoubtedly enabled the Northern county to secure a victory. I feel that if I were to write for a week I could not really say all I want to impress upon those now playing and especially upon young cricketers, that fielding is after all a great art. I agree with Mr. Jessop, who in the *Windsor Magazine* the other week boldly declared that fielding was the most important branch of the game of cricket.

MAXWELL LONG.  
It seems very unfortunate for this agreeable young Yankee that he cannot find his best running in England this summer. He has never yet been able to lower the colours of Peggie Wadley over 400 yards. I may be wrong, but I have an idea that Wadley is not in the same class as Long because we saw last year. How, then, do we account for his present inferiority? It is generally said that he cannot get fit, and this may be so. But you know I have a theory that in all probability Maxey Long spun himself out last autumn in America, and that when he made his world's records he overtaxed himself. How often do we find that if a man accomplishes a great, a really wondrous feat, he never attains the same measure of success again, and that some of his muscles or some of his organs have lost their greatest elasticity. I do not say it is, but it may be Long's case, and I should be very sorry if it is so. I have a great respect for the American school of quarter-milers, for was not Myers the first man to show us how a quarter should be run from end to end, and the first, I believe, in this country to beat 5) seconds? We talk a great deal of Maxey Long, but whoever knew what Myers could do? As a matter of fact, Myers never met a man who could make him thoroughly extend himself. That is a fact. London, 10th August, 1901.

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.  
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N. INUZUKA, Manager. [1331]

## ON SALE.

## THE CHRONICLE AND DIRECTORY

FOR  
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,  
FOR  
1901.  
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.  
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Put "VIKING" NAVY CUT IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2953-1]

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE  
Supplied in three Grades: Mild Medium & Strong.  
PACKED IN AIR TIGHT VACUUM TINS  
MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

SWEET CIGARETTES  
MILD & EXTRA FINE  
Honey Brand  
Manufactured by THE AMERICAN TOBACCO CO. U.S.A.



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARANMATA	Brit. str.	2 m.	E. T. Cook, R.N.R.	F. & O. S. N. Co.	On 14th inst., at Noon.
LONDON	DOMENEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst.
LONDON	HOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 21st inst.
LONDON	AXAS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 1st October.
LONDON	PERHUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
LONDON	CALCHAS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 29th October.
LONDON	NESTOR	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 26th November.
LONDON	ORESTES	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	DARFANUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	MESSAGERIES MARITIMES	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	TAMBA MARU	Jap. str.	2 m.	Duchateau	HAMBURG-AMERIKA LINIE	On 23rd inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	ANDALUSIA	Ger. str.	2 m.	Snels	HAMBURG-AMERIKA LINIE	On 21st inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGROVIA	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARSHBURN	Brit. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On 30th November.
NEW YORK via SUEZ CANAL	ATAGUA	Ger. str.	2 m.	Kendall	CARLWITZ & CO.	On or about 13th inst.
NEW YORK via SUEZ CANAL	L. SCHRIT	Amr. ship	2 m.	Moore	DODWELL & CO., LIMITED	On 24th inst.
NEW YORK via PORTS & SUEZ CANAL	MOGUL	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On or about 25th Oct.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.	Moore	SHAW, TOMES & CO.	On 23rd inst.
NEW YORK via SUEZ CANAL	MANUEL LAGUNO	Amr. ship	2 m.	T. Darke	MCGREGOR BROS. & CO.	On 17th inst., P.M.
NEW YORK via SUEZ CANAL	GLENGYLE	Brit. str.	2 m.	Leva	SANDER, WIELER & CO.	On 25th inst.
TRISTE via SHANGHAI &c.	CHINA	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 30th October.
VANCOUVER via SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO., LIMITED	On 1st October.
VANCOUVER via SHANGHAI &c.	TARTAR	Brit. str.	2 m.	J. Traubridge	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA, B.C., & PACOMA via SHANGHAI, &c.	RAMON MARU	Jap. str.	2 m.	O. Ohno	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TEENKAI	Brit. str.	2 m.	H. C. Harris	TOYO KISEN KAISHA	On 17th inst., at Noon.
VICTORIA (B.C.) & SEATTLE	AMERICA MARU	Jap. str.	2 m.	H. C. Harris	O. & S. S. Co.	On 24th inst.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amr. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	CARLEISTE CITY	Brit. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 3rd Oct., at 4 P.M.
SAN DIEGO, &c., via MOJI, &c.	ROSETTA MARU	Jap. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 15th inst.
AUSTRALIAN PORTS.	ARLIE	Brit. str.	2 m.	Mitis	BUTTERFIELD & SWIRE	On 17th inst., P.M.
YOKOHAMA & KOBE	CHINGTU	Amr. str.	2 m.	Mitis	SANDER, WIELER & CO.	To-morrow, at Daylight.
YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
YOKOHAMA & KOBE	INABA MARU	Jap. str.	2 m.	W. Bainbridge	SHAW, TOMES & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	RAISONSHIRE	Brit. str.	2 m.	Binloss	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA & KOBE	KWEIYANG	Amr. str.	2 m.	Binloss	SANDER, WIELER & CO.	To-day, P.M.
YOKOHAMA & KOBE	CARINTHIA	Amr. str.	2 m.	Eichbaum	SANDER, WIELER & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	FLANDRIA	Amr. str.	2 m.	J. Chellow, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA & KOBE	WOOSUNG	Brit. str.	2 m.	J. Chellow, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
YOKOHAMA & KOBE	PALAWAN	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA & KOBE	WHAMPOA	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA & KOBE	CEYLON	Brit. str.	2 m.	K. Suzuki	F. & O. S. N. Co.	On 18th inst.
YOKOHAMA & KOBE	MAIZURU MARU	Jap. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 25th inst., at Daylight.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 15th inst.
YOKOHAMA & KOBE	DAIJI MARU	Jap. str.	2 m.	Robson	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & KOBE	THALES	Brit. str.	2 m.	Passmore	DOUGLAS LAFRAIK & CO.	To-morrow, at 5 P.M.
YOKOHAMA & KOBE	HAIMUN	Brit. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	On 16th inst.
YOKOHAMA & KOBE	YUENHANG	Brit. str.	2 m.	Rolle	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	SUNGKIANG	Brit. str.	2 m.	Rolle	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KOBE	KAIFONG	Brit. str.	2 m.	M. Yagi	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.
YOKOHAMA & KOBE	ARRATON APCAR	Brit. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.

## SHIPPING.

**ARRIVALS.**  
Sept. 11, ALBION, British battleship, 12,950, W. W. Hewitt, R.N., Singapore 6th September.  
Sept. 11, ANPING, British str., 1,158, Shanghai 8th September, General—CHINESE.  
Sept. 11, ALFRED, German str., 611, Lorenzen, Haiphong 8th Sept. and Hoihow 10th, Rice—JESSEN & Co.  
Sept. 11, AWA MARU, Japanese str., 6,309, N. Trent, Singapore 6th Sept., General—NIPPON YUSEN KAISHA.  
Sept. 11, CARINTHIA, Austrian str., 1,234, F. Marochino, Trieste and Bombay 24th August, General—AUSTRIAN LLOYD S. S. Co.  
Sept. 11, DAIGIN MARU, Japanese str., 850, T. Ogata, Tamsui 8th Sept., General—M. B. KAISHA.  
Sept. 11, EMPRESS OF JAPAN, British str., 3,003, H. Pybus, Vancouver 20th August and Shanghai 8th September, Mails and General—C. P. R. Co.  
Sept. 11, HOIHOW, French str., 609, Morles, Pakhoi and Hoihow 10th Sept., General—A. R. MARTY.  
Sept. 11, HONG BEI, British str., 2,056, Peters, Singapore 5th Sept., General—CHINESE.  
Sept. 11, JACOB DIERCKHOF, German str., 623, Schalkier, Hoihow 10th Sept., Rice and General—JESSEN & Co.  
Sept. 11, KONGWAI, German str., 1,115, A. v. Bieger, Bangkok 31st August, Rice and Teakwood—MELCHERS & CO.  
Sept. 11, SABINE RICKMERS, British str., 690, Naabot, Canton 11th September, General—ARNHOLD, KARBURG & Co.  
Sept. 11, SUNGKIANG, British steamer, 1,921, Moore, Cebu 7th Sept., General—BUTTERFIELD & SWIRE.  
Sept. 11, WOODSUNG, British str., 1,169, Dowson, Shanghai 6th Sept. and Swatow 10th, General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
11th September.  
Anping, British str., for Canton.  
Anping Maru, Japanese str., for Swatow.  
Bismarck, Italian str., for Singapore.  
Diamante, British str., for Manila.  
Glorious, British str., for Nagasaki.  
Anping, British str., for Singapore.  
Siam, British str., for Swatow.  
Thales, British str., for Moji.  
Tsurugimaru, Japanese str., for Moji.  
Woodsung, British str., for Canton.

## DEPARTURES.

10th September.  
HAIMUN, British str., for Swatow.  
NEVADA, British transport, for Calcutta.  
11th September.  
ANPING MARU, Japanese str., for Coast Ports.  
BISMARCK, Italian str., for Yokohama.  
BISAGO, Italian str., for Bombay.  
CLARA, German str., for Haiphong.  
DIAMANTE, British str., for Manila.  
FEICHIING, British str., for Shanghai.  
GARNBOY, British str., for Nagasaki.  
KUTSANG, British str., for Singapore.  
LOYAL, German str., for Tientsin.  
MUNCHEN, German str., for Shanghai.  
TAIBANG, British str., for Australia.  
TAITUAN, British str., for Australia.  
YEDO MARU, Japanese str., for Chafcoo.

## VESSELS IN DOCK.

11th September.  
KOWLOON DOCK—Canton River, Victoria, Georges Valentine, Zafiro, Elcano, Eci Ho, Kaitong, H.M.S. Robin.  
COSMOPOLITAN DOCK—Loongmoon.

## SHIPPING REPORTS.

The British steamer Hong Bee, from Singapore 5th Sept., had fine weather throughout, with variable winds.  
The British steamer Sungkiang, from Cebu 7th September, had fine weather and smooth sea throughout the trip. On the 10th Sept. spoke Loongmoon, from Hongkong for Manila.

## VESSELS ON THE BERTH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOOW.

## THE Company's Steamship

## "THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 12th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 10th September, 1901. [2309]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI.

## THE Company's Steamship

## "CARINTHIA."

Captain Marochino, will leave for the above place TO-DAY, the 12th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 29th August, 1901. [2206]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

## "HAIMUN."

Captain Passmore, will be despatched for the above ports TO-MORROW, the 13th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 10th September, 1901. [2311]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

## THE Steamship

## "FLANDRIA."

Captain Eichbaum, will be despatched for the above port TO-MORROW, the 13th inst., at 3 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 11th September, 1901. [2318]

## "SHIRE" LINE.

## FOR NAGASAKI, KOBE AND YOKOHAMA.

## THE Steamship

## "RADNORSHIRE."

Captain Bindloss, will be despatched for the above ports TO-MORROW, the 13th inst., at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th September, 1901. [2316]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "YUENHANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 13th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th September, 1901. [2303]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR SHANGHAI

STEAMERS TO SAIL ON

SHANGHAI { PALAWAN, R.N.R. } About 14th } Freight or Passage.

LONDON, &c. { J. Chellow, R.N.R. } September } See Special Advertisement.

LONDON { PARRAMATTA } Noon, 14th } September

LONDON { BOMBAY } About 21st } Freight or Passage.

LONDON { H. S. Bradshaw } September } Freight or Passage.

YOKOHAMA VIA SHANGHAI, CEYLON, AND KOBE. { W. Hayward, R.N.R. } September } Freight or Passage.

(Passing through the Inland Sea)

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th September, 1901. [21]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

## AND THE UNITED STATES.

## CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901.

"EMPRESS OF CHINA" Comdr. E. Beetham, R.N.R. WEDNESDAY, 23rd Oct., 1901.

"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901.

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901.

"ATHENIAN" 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 10th September, 1901. [10]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

## PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS SAILING DATES

PRINZ HEINRICH WEDNESDAY 18th September

PREUSSEN WEDNESDAY 2nd October

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 16th October

SACHSEN WEDNESDAY 30th October

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 13th November

BAYERN WEDNESDAY 27th November

STUTTGART WEDNESDAY 11th December

KONIG ALBERT WEDNESDAY 25th December

PRINZESS IRENE WEDNESDAY 8th Jan., 1902

PRINZ HEINRICH WEDNESDAY 22nd Jan., 1902

PREUSSEN WEDNESDAY 5th Feb., 1902

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 19th Feb., 1902

SACHSEN WEDNESDAY 5th Mar., 1902

ON WEDNESDAY, the 18th day of September, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 16th September, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50, and Parcels should not exceed Two Feet Cubic in Measurement.



## VESSELS ON THE BERTH

### OCEAN STEAMSHIP COMPANY.

FROM		OUTWARDS.	STEAMERS	Due
GLASGOW	and LIVERPOOL	"ULYSSES"	.....	On 13th September.
GLASGOW	and LIVERPOOL	"AGAMEMNON"	.....	On 19th September.
GLASGOW	and LIVERPOOL	"CALCHAS"	.....	On 26th September.
GLASGOW	and LIVERPOOL	"NESTOR"	.....	On 1st October.
GLASGOW	and LIVERPOOL	"LAERTES"	.....	On 9th October.

FOR	HOMEWARDS.	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 17th September.	
LONDON	"AJAX"	On 1st October.	
LONDON	"PYRHEUS"	On 15th October.	
LONDON	"CALCHAS"	On 29th October.	
LONDON	"NESTOR"	On 12th November.	
LONDON	"MACHAON"	On 26th November.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"ORFESTES"	On 15th September.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"ULYSSES"	On 15th October.	
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.	

The S.S. "ULYSSES" left Singapore on the 7th instant, a.m., and is due in Hongkong on the 12th instant.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 7th September, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
LOILOLO & CEBU	"KAIFONG"	On 14th September.
YOKOHAMA	"CHINGTU"	On 15th September.
SHANGHAI	"WOOSUNG"	On 16th September.
MANILA	"SUNGKIANG"	On 18th September.
SHANGHAI	"WHAMPOA"	On 20th September.
TIENTSIN	"KWEIYANG"	On 22nd September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th September, 1901.

### SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"ATAKA"  
will be despatched for the above port on or about 13th September.

To be followed by the Steamship  
"ANAPA"  
about 15th October, 1901.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 16th August, 1901.

### FOR NEW YORK VIA SUEZ CANAL.

The H. A. L. Steamship  
"ARAGONIA"  
Captain Forst will be ready to receive cargo for the above port on FRIDAY, the 13th inst., and will be despatched on the 15th inst., a.m.

For further particulars, apply to the  
**HAMBURG-AMERICA LINE,**  
Hankow Office,  
Queen's Buildings No. 1.

Hongkong, 7th September, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

The Company's Steamship  
"DAIJIN MARU"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 15th inst.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 9th September, 1901.

### UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"LONGSHIPS"  
Captain Moore, will be despatched as above on or about 15th October.

For Passage, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

### REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"MOGUL" On 21st September.  
"KURDISTAN" On 26th October.  
"LENNOX" On 30th October.

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 9th September, 1901.

### THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE.  
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in connection with the

**GREAT NORTHERN RAILWAY CO.'S LINES.**

The Steamship  
"TEENKAI"  
4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

### "GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
"GLEN"  
Captain T. Dorke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to  
**McCREGOR BROS. & CO.,**  
Agents.

Hongkong, 28th August, 1901.

## VESSELS ON THE BE-TH.

### U. S. MAIL LINES

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies  
**QUEEN'S BUILDING.**

Hongkong, 11th September, 1901.

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 17th Sept.  
S.S. "STATHOYLE" On 15th Oct.

The Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO and SAN FRANCISCO via MOUL KOB and YOKOHAMA on TUESDAY, the 17th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 12th September, 1901.

### TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

**GREAT NORTHERN RAILWAY LINES** of the United States, are prepared to contract for the carriage of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to  
**THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES,** New York, To the Agents of the Company at Japan, China, Philippines and Straits.

**FRANK WATERHOUSE & CO.,** General Western Agents, SEATTLE, or to  
**GEO. SUTHERLAND,** General Agent for the East, SHANGHAI.

**JARDINE, MATHESON & CO.,** Agents.

Hongkong, 25th July, 1901.

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship  
"PARRAMATTA"  
Captain R. T. Cook, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. MITCHELL,**  
Superintendent.

Hongkong, 2nd September, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

The Company's Steamship  
"CHINA"  
Captain A. Lora, will be despatched as above on TUESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 28th August, 1901.

### NATAL LINE OF STEAMERS.

The Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

The Company's Steamship  
"MAIDZURU MARU"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 5th September, 1901.

### COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Ducloux, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

**P. DE CHAMPORIN,**  
Acting Agent.

Hongkong, 11th September, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

The Company's Steamship  
"ANPING MARU"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 11th September, 1901.

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship  
"AIRLIE"  
Captain St. John George, will be despatched for the above ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 9th September, 1901.

### FOR NEW YORK.

The 33 A II American ship  
"I. SCHEPP"  
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 18th July, 1901.

### FOR NEW YORK.

The 33 A II American Ship  
"MANUEL LLAGUNO"  
will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 11th July, 1901.

### NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ARRATON, APCAR, British ship, E. Fey.  
DAVID SASSON, Sons & Co.  
CELESTE BURRILL, British ship, Jeffrey.  
HELEN A. WYMAN, American ship, Vanhon.

ARNOLD, KARBERG & Co.  
I. F. CHAPMAN, American ship, Chapman.  
ARNOLD, KARBERG & Co.  
L. SCHEPP, American ship, C. S. Kendall.  
CARLOWITZ & Co.

## VESSELS ON THE BERTH

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

The Company's Steamship  
"MAIDZURU MARU"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 5th September, 1901.

### COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Ducloux, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

**P. DE CHAMPORIN,**  
Acting Agent.

Hongkong, 11th September, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

The Company's Steamship  
"ANPING MARU"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 11th September, 1901.

### EAST



## POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per a.s. *Paravania*, will close at 3 p.m. to-morrow. The *Palawan*, with the English Mail of the 10th ult., left Singapore on Sunday, the 8th inst., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 15th July.

The City of Peking, with the American Mail of the 21st ult., left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here on or about Monday, the 17th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hankow	Thursday, 12th, 7.30 A.M.
Swatow, Singapore and Bangkok	Manchew	Thursday, 12th, 9.00 A.M.
Swatow, Amoy and Fochow	P. C. Kiao	Thursday, 12th, 9.00 A.M.
Tamsui	Shanghai	Thursday, 12th, 11.00 A.M.
Swatow	Shanghai	Thursday, 12th, 11.00 A.M.
Moji, Kobe, Yokohama, and Portland	Shanghai	Thursday, 12th, 1.15 P.M.
Swatow	Shanghai	Thursday, 12th, 3.00 P.M.
Macau	Shanghai	Thursday, 12th, 4.00 P.M.
Kamohak and Samshui	Shanghai	Thursday, 12th, 5.00 P.M.
Chofoo	Shanghai	Thursday, 12th, 5.00 P.M.
Haiphong	Shanghai	Thursday, 12th, 9.00 A.M.
Canton	Shanghai	Friday, 13th, 2.00 P.M.
Swatow, Amoy and Tamsui	Shanghai	Friday, 13th, 2.00 P.M.
Shanghai	Shanghai	Friday, 13th, 2.00 P.M.
Nagasaki, Kobe and Yokohama	Shanghai	Friday, 13th, 2.00 P.M.
Singapore, Sourabaya and Samarang	Shanghai	Friday, 13th, 4.00 P.M.
Manila	Shanghai	Friday, 13th, 4.00 P.M.
Europe, &c., India via Tutuorin.	Shanghai	Friday, 13th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Shanghai	Friday, 13th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)	Shanghai	Friday, 13th, 10.00 A.M.
Haito and Cebu	Shanghai	Saturday, 14th, 4.00 P.M.
Singapore, Penang and Calcutta	Shanghai	Saturday, 14th, 5.00 P.M.
Yokohama	Shanghai	Saturday, 14th, 5.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle	Shanghai	Saturday, 14th, 5.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Shanghai	Saturday, 14th, 5.00 P.M.
Shanghai	Shanghai	Saturday, 14th, 5.00 P.M.
Manila	Shanghai	Saturday, 14th, 5.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Shanghai	Saturday, 14th, 5.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 5.00 P.M.
Europe, &c., India via Tutuorin.	Shanghai	Saturday, 14th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 10.00 A.M.
Shanghai	Shanghai	Saturday, 14th, 10.00 A.M.
Tientsin	Shanghai	Saturday, 14th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Seattle	Shanghai	Saturday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 10.00 A.M.
Europe, &c., India via Tutuorin.	Shanghai	Saturday, 14th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Shanghai	Saturday, 14th, 10.00 A.M.
Shanghai	Shanghai	Saturday, 14th, 10.00 A.M.
Tientsin	Shanghai	Saturday, 14th, 10.00 A.M.

## JOINT STOCK SHARES.

HONGKONG, 7th September.

STOCKS.	No. OF SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. = \$15.00 for half year ended 30/6/01	\$605.
Bank of China & Japan, Ltd.	199,875	28	28	None	London 201. 08. 7d.
Do. Deferred	1,250	21	21	None	45. 5s.
National Bank of China, Ltd.	10,070 A	40	40	3/12 for 1899	\$23, buyers
Do. Founders' Shares	29,935 B	40	40	3/12 at 2/1 = \$1.50 for '99	\$28, buyers
Do. Founders' Shares	750 fdras.	41	41	None	\$15, sellers
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. = \$20 for 1899	\$340.
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. ct. for year ended 30/6/01	\$30, sellers & sellers
North China Ins. Co., Ltd.	6,000	\$100	\$100	5 p. ct. = \$2.50 on account of 1901	(The 1/2).
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	\$12 = 20 p. ct. for 1899	\$122, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	\$12 for 1899	\$170, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 per cent. for 1895	nominal
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$24 for 1899	\$324, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$9 for 1899	\$52, sellers
<b>SHIPPING.</b>					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 30/6/01	\$34, sales
Indo-China S. N. Co., Ltd.	90,000	\$10	\$10	Pin. of 10 p. ct. on account of 1901	\$130.
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	\$5 per old share = \$10 for new share	\$62, sellers
Douglas Steamship Co., Ltd.	20,000	\$30	\$30	12 per cent. for year ending 30/6/01	\$50, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Pin. of 10 p. ct. on account of 1901	\$212.
Limited, Preference	20,000	\$10	\$10	Pin. of 10 p. ct. on account of 1901	\$212.
Do. Ordinary	20,000	\$10	\$10	Pin. of 10 p. ct. on account of 1901	\$212.
Do. do.	20,000	\$10	\$10	Pin. of 10 p. ct. on account of 1901	\$212.
Star Ferry Co., Limited	10,000	\$10	\$10	12 p. ct. for year ended 30/6/01	\$241, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. div. of 61 per cent. on account of 1901	\$212.5, sellers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 55 on account of 1901	\$136.
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$30, sellers
<b>Mining.</b>					
Panjin Mining Co., Ltd.	60,000	\$10	\$10	None	\$51, sellers
Do. Preference	30,000	\$1	\$1	None	\$11.
Societe Fran. des Charbonnages du Tonkin	10,000	\$25	\$25	Int. of 55 on account of 1901	\$325.
Queens Mining and Trading Co., Ltd.	40,000	\$25	\$25	Int. of 55 on account of 1901	\$325.
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	Int. of 55 on account of 1901	\$325.
Oliver's Freehold Mines, Limited	45,000	\$5	\$5	Int. of 55 on account of 1901	\$325.
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	10 p. ct. & 8 p. ct. bonus, year 30/6/01	\$275, sales
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	Int. of 55 on account of 1901	\$275, buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Int. of 55 on account of 1901	\$275, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$10	\$10	Int. of 55 on account of 1901	\$275, buyers
<b>NEW AMOY DOCK CO., LTD.</b>					
Land, Hotels & Buildings	50,000	\$100	\$100	Int. of 55 on account of 1901	\$101, sellers
Hongkong Land Investment Agency Co., Ltd.	6,000	\$50	\$50	Int. of 55 on account of 1901	\$301, buyers
Kowloon Land & B. Co., Ltd.	12,500	\$50	\$50	Int. of 55 on account of 1901	\$31.
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. of 55 on account of 1901	\$31.
Hongkong Hotel Company, Limited	7,000	\$50	\$50	Int. of 55 on account of 1901	\$31.
Oriente Hotel, Manila	10,000	\$10	\$10	Int. of 55 on account of 1901	\$31.
Humphreys Est. & Fin. Co.	10,000	\$10	\$10	Int. of 55 on account of 1901	\$31.
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/01	Tls. 40, buyers
Intercontinental Cotton Co., Ltd.	10,000	\$100	\$100	3 p. ct. for period ending 31/10/01	Tls. 35.
Loan-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	3 p. ct. for period ending 31/10/01	Tls. 40.
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	3 p. ct. for period ending 31/10/01	Tls. 300.
Yakho Co. Spinning Co., Ltd.	7,500	\$100	\$100	3 p. ct. for period ending 31/10/01	Tls. 124.
Hongkong Cotton Spinning & Dyeing Co., Ltd.	67,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$11, buyers
<b>MISCELLANEOUS.</b>					
Manila Investment Co., Ltd.	100,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$21, sales & sellers
Green Island Cement Co., Ltd.	7,500	\$20	\$20	3 p. ct. for period ending 31/10/01	\$38.
China Borneo Co., Ltd.	80,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$16, sellers
A. S. Watson & Co., Ltd.	30,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$121, buyers
Hongkong Electric Co., Ltd.	7,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$143, buyers
Company, Limited	10,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$172, sales
Hongkong Electric Co., Ltd.	6,000	\$25	\$25	3 p. ct. for period ending 31/10/01	\$35, sellers
Hongkong Electric Co., Ltd.	5,000	\$25	\$25	3 p. ct. for period ending 31/10/01	\$184, buyers
Hongkong Electric Co., Ltd.	1,250	\$100	\$100	3 p. ct. for period ending 31/10/01	\$275, buyers
Teamways Co., Ltd.	7,500	\$10	\$10	3 p. ct. for period ending 31/10/01	\$3, buyers
H.K. Steam Water-boat Co., Ltd.	10,000	\$71	\$71	3 p. ct. for period ending 31/10/01	\$3, buyers
Dairy Farm Co., Ltd.	600	\$50	\$50	3 p. ct. for period ending 31/10/01	\$50.
H.K. & China Bankers Co., Ltd.	1,200	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
Campani, Moore & Co., Ltd.	10,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
Hall's Asbestos & Agcy., Ltd.	1,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
Tobacco Planting Co., Ltd.	50,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
Watkins, Limited	10,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
<b>UNIVERSAL TRADING CO., LTD.</b>					
China Light & P. Co., Ltd.	15,000	\$20	\$20	3 p. ct. for period ending 31/10/01	\$20.
Robinson Puno Co., Ltd.	12,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
Powell, Ltd.	20,000	\$10	\$10	3 p. ct. for period ending 31/10/01	\$10.
CIGAR COMPANIES					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	3 p. ct. for period ending 31/10/01	\$50.
Alhambra, Ltd.	2,000	\$50	\$50	3 p. ct. for period ending 31/10/01	\$50.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 10th SEPTEMBER, P.M.

CHINA REGISTER, 10th SEPTEMBER, A.M.						
STATION.	Hour.	Barometer, reduced to sea level and Fahr. 32.	Thermometer, temperature.	Humidity.	Wind, direction and force.	Weather.
Vladivostok	2 p.	29.78	62	84	W 4	Cloudy
Tokyo	"	29.79	62	84	W 4	Cloudy
Kobe	"	29.79	62	84	W 4	Cloudy
Nagasaki	"	29.79	62	84	W 4	Cloudy
Kagoshima	"	29.79	62	84	W 4	Cloudy
Taihou	1 p.	29.85	61	84	NE 6	Cloudy
Tsushima	"	29.79	61	84	NW 6	Cloudy
Tainan	"	29.78	61	84	S 6	Cloudy
Koshun	"	29.80	61	84	S 6	Cloudy
Pescadore	"	29.83	61	84	NE 8	Cloudy
Gutzlaff	3 p.	29.94	73	54	NW 4	Cloudy
Sharp Peak	"	29.88	78	78	0	Cloudy
Amoy	"	29.86	81	74	NE 2	Cloudy
Swatow	"	29.83	81	68	W 1	Cloudy
Canton	"	29.83	81	68	W 1	Cloudy
Hongkong	4 p.	29.82	81	70	E 12	Cloudy
Victoria Peak	"	29.81	81	70	ENE 3	Cloudy
Gap Rock	"	29.82	81	70	ENE 1	Cloudy
Macao	"	29.82	81	70	ENE 1	Cloudy
Haiphong	1 p.	29.76	80	71	SW 2	Cloudy
Manila	4 p.	29.76	80	71	SW 2	Cloudy
Malate	3 p.	29.76	80	71	SW 2	Cloudy
Bacod	"	29.81	84	82	SW 2	Cloudy
Iloilo	"	29.81	84	82	SW 2	Cloudy
Cebu	"	29.81	85	82	SW 3	Cloudy
C. S. James	"	29.81	85	82	SW 2	Cloudy
11th SEPTEMBER, A.M.						
Vladivostok	7 a.	29.78	62	84	W 4	Cloudy
Tokyo	10 a.	29.79	62	84	W 4	Cloudy
Kobe	"	29.79	62	84	W 4	Cloudy
Nagasaki	"	29.79	62	84	W 4	Cloudy
Kagoshima	"	29.79	62	84	W 4	Cloudy
Taihou	5 a.	29.89	61	84	NE 6	Cloudy
Tsushima	"	29.79	61	84	NW 6	Cloudy
Tainan	"	29.78	61	84	S 6	Cloudy
Koshun	"	29.80	61	84	S 6	Cloudy
Pescadore	"	29.79	61	84	NE 8	Cloudy
Gutzlaff	9 a.	30.71	71	63	NW 3	Cloudy
Sharp Peak	"	29.02	77	71	0	Cloudy
Amoy	"	29.01	78	70	NE 2	Cloudy
Swatow	"	29.01	78	70	NE 2	Cloudy
Canton	"	29.01	78	70	NE 2	Cloudy
Hongkong	10 a.	29.01	81	74	E 2	Cloudy
Victoria Peak	"	29.01	81	74	E 3	Cloudy
Gap Rock	"	29.01	81	74	E 4	Cloudy
Macao	"	29.01	83	74	ENE 1	Cloudy
Haiphong	7 a.	29.84	84	77	WSW 2	Cloudy
Manila	10 a.	29.84	84	77	WSW 2	Cloudy
Malate	9 a.	29.84	84	77	WSW 2	Cloudy
Bacod	"	29.04	82	71	W 1	Cloudy
Iloilo	"	29.04	82	71	W 1	Cloudy
Cebu	"	29.09	87	81	SW 7	Cloudy
C. S. James	7 a.	29.09	87	81	SW 7	Cloudy